

# Top 10 vans for payloads at 3.5t (2015)



3.5t now limit for conventional car licence. We've trawled through endless spec' sheets and thousands of model derivatives to give you the Top 10 vans for payloads at 3.5t. This is a comprehensive list of heavy van payloads, as there are currently on 10 vans in the heavy van sector. A 3.5 tonner is the now largest van one can drive on a conventional driving licence, and sales are increasing rapidly each year. A common complaint from operators though is the dwindling payload that these vans offer, with increasing kerbweights eating into the precious load carrying capacity. All the following exclude the weight of the driver:

## 10. [Ford Transit](#) 350 L2H2 – 1,442kg



Despite being the most popular commercial vehicle in the UK, the new Ford Transit offers less payload than all of the other 3.5 tonners. The latest model, which was introduced in 2014, is a lot larger than most of the competitors (load volumes start at 9.6 cubic metres), and this added weight pushes the payload to under 1.5 tonnes.

#### **9. Mercedes-Benz Sprinter 310CDi Short – 1,478kg**



This may be a shock for some, but the latest generation of Mercedes-Benz has less payload than most of the other 3.5 tonners on the market. The Sprinter is the most technologically advanced large van, but the added weight of these safety and comfort features have a negative impact on the payload.

#### **8. Iveco Daily 35S11 3000 – 1,500kg**





Iveco has made huge gains with relation to the payload on the Iveco Daily. The Iveco was often seen as a super heavyweight and weighed around 200kg more the next nearest rival, but thanks to a lighter engine and lighter chassis, payload has improved to 1.5 tonnes exactly.

#### **7. Volkswagen Crafter CR35 L1H1 – 1,503kg**



On a shared platform with the Mercedes-Benz Sprinter is the Volkswagen Crafter. The Crafter isn't quite as technologically advanced as the Sprinter so it has a slightly improved payload, although the weight of the chassis means it's only improved by 25kg.

#### **6. Peugeot Boxer 350 SWB Low and Citroen Relay 35 L1H1 – 1,600kg**



While the Peugeot Boxer and Citroen Relay appear to be bulky bruisers on the surface, they are surprisingly nimble. The smallest 3.5 tonne derivative on each will return around 1,600kg in payload, which although respectable, is beaten by sister van, the Fiat Ducato, due to the heavier 2.2-litre engine.

#### **4. [Nissan NV400](#) 3500 L1H1 – 1,620kg**



Although the Nissan NV400 is essentially the same van as the Vauxhall Movano and Renault Master, it is over 60kg heavier due to the redesigned and distinctive front grille, bumper, lights and bonnet. At 1,620kg, it still offers a respectable payload.

#### **3. [Fiat Ducato](#) 35 L1 H1 – 1,640kg**



A common misconception a lot of van buyers have is that because the Fiat Ducato, the Citroen Relay and Peugeot Boxer have the same design and are built at the same factory, they share the same payload. The key difference, though, is that



the Ducato sports the lighter (despite being bigger) 2.3-litre Fiat engine, rather than the 2.2-litre PSA unit, and therefore offers 40kg more payload.

**1. [Vauxhall Movano 3.5t L1H1](#) and [Renault Master SL35](#) - 1,684kg**



At the top of the list are the Vauxhall Movano and Renault Master. While they lack the refinement and some of the safety systems of newer competition, these Vauxhall Movano and Renault Master weigh a little over 1,700kg, which means they boast a class-leading payload of 1,684kg.